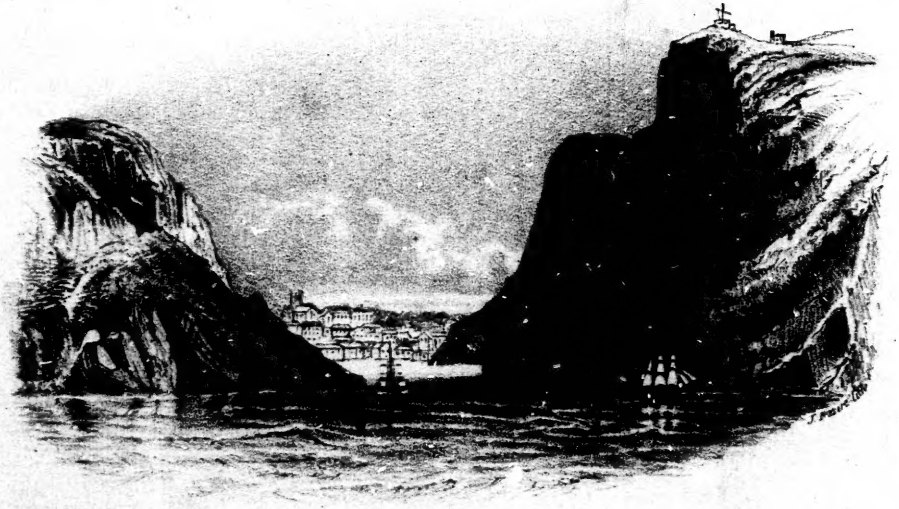

ENTRANCE TO ST JOHN'S N.F.

A

CONCISE HISTORY AND DESCRIPTION

OF

NEWFOUNDLAND,

BEING A KEY TO THE

CHART OF THE ISLAND

JUST PUBLISHED.

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PREFACE.

THE object of the present work is to supply a want felt by almost every visitor; it treats of what has heretofore been but little known, namely, the origin, character, extent, and capabilities of Newfoundland, &c. The frequent inquiries made by American and European travellers, as also residents, for such information, as well as the great injustice to the colony, in allowing it to remain so little known to the world at large, has induced the Author to publish, in a condensed form, a History and Chart of the island. The superiority of Newfoundland over that of any other of her Majesty's British North American Colonies, as regards geographical position, its nursery for seamen, and the abundant and never-failing resources of the fisheries, will be apparent to all. Great care has been taken, in the compilation, to select from the most reliable sources, and the impartial observations of the Author, during a residence of nearly forty years. The work will be found very useful for schools, and the low price will place it within the reach of every one.

The table of Contents and Appendix will show the authorities on which the work is based: that it may be found both useful and instructive, is the object and desire of

THE AUTHOR.

St. John's, Newfoundland, 1859.

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THE

HISTORY OF NEWFOUNDLAND.

CHAPTER I.

HISTORY OF NEWFOUNDLAND.

THE island of Newfoundland is situated east of the Gulf and River St. Lawrence, which separate it from the American continent on its western side, its north being bounded by the Straits of Belle Isle, which are about from ten to twenty miles wide, its eastern and southern shores being washed by the waters of the Atlantic. It lies between the latitudes of 46° 37′ and 51° 40′ North, and the longitudes of 52° 41′ and 59° 31′ West.

The discovery of this large island has been variously stated, both as to time and person; but the following account, taken from a work by Mr. St. John (formerly of this country, but now of the United States, and whose historical researches have always been favourably viewed), may, perhaps, be considered as approaching pretty near to certainty.

In an introductory chapter to his "Catechism of Newfoundland," he says:—"It was long rumoured that the continent of America had been known to Europeans hundreds of years prior to the time of Columbus. Traditionary tales of transatlantic voyages performed by the Scandinavians in the tenth century were handed down from father to son for many generations. Some of these, it must be confessed, were so vague and marvellous, as wholly to belong to the region of fable, while others were set forth with such minuteness of detail, and accompanied by so many statements of an astronomical as well as geographical character, all agreeing with indubitable facts brought to light by subsequent discovery, that it was difficult to evade the force of evidence which such accumulated testimonies set before us."

At the instance, we believe, of that venerable philosopher and eminent scientific traveller, the late Alexander Von Humboldt, this curious and interesting question has been investigated afresh by the Royal Society of Northern Antiquaries; and it would certainly appear, from the researches of these celebrated men, notwithstanding the obscurities of certain portions of the narratives which claimed their attention, that the North Atlantic had been crossed on several occasions at this early period, first accidentally, and from stress of weather, by which the voyagers were carried westward, far

beyond the limits of their destined haven; and afterwards by the voluntary undertaking of enterprising men who, like their renowned successors, Columbus and Cabot, fearlessly launched away upon the bosom of the deep in quest of distant and unexplored regions. The earliest account on record, among the numerous documents to which the above-named society had access, is that performed by one Biarne, son of Heriulf Bardson, a follower of Eric the Red, who, in 968, emigrated from Iceland to Greenland, where he formed a settlement. Biarne happened to be absent on a voyage to Norway at the time of his father's removal, but on his return home he immediately resolved to rejoin his parent, though unacquainted with the sea which he had to traverse. The result of this bold attempt is circumstantially narrated in the before-named documents, and we cannot do better than quote the substance of those papers, as given in the "London Geographical Journal" for 1838:—

"They (Biarne and attendants) set sail, but met with northerly winds and fogs, and after many days' sailing they knew not whither they had been carried. When the weather again cleared up, they at last saw a land which was without mountains, overgrown with wood, and having many gentle elevations. As this land did not correspond to the description of Greenland, they left it to larboard, and continued sailing two days, when they saw another land, which was

flat and overgrown with wood. From thence they stood out to sea, and sailed three days, with a south-west wind, when they saw a third land, which was high and mountainous, and covered with icebergs (glaciers); they coasted along the shores, and saw it was an island. They did not go on shore, as Biarne did not find the country to be inviting. Bearing away from this island, they stood out to sea with the same wind, and after four days' sailing with fresh gales they reached Heriulf-ness, in Greenland.

"About ten years after this," continues the same authority, "Biarne paid a visit to Eric, Earl of Norway, and told him of his voyage, and of the unknown lands he had discovered. He was blamed by many for not having examined these countries more accurately. On his return to Greenland there was a talk about undertaking a voyage of discovery. Leif, a son of Eric the Red, bought Biarne's ship, and equipped it with thirty-five men, among whom was a German, named Tyrker, who had long resided with his father, and who had been very fond of Leif in his childhood. In the year 1000 they commenced the projected voyage, *and came first to the land which Biarne had seen last.* They cast anchor, and went on shore." "The description which these navigators gave of this country, and of the various lands which they visited in succession as they coasted along shore, perfectly agreed with

what had previously been given by the adventurous Biarne. Leif, however, pushed his discoveries much farther than Biarne, and reached a land that abounded in grapes (being, no doubt, the blue berry growing profusely on the summit and sides of hills, called by the present inhabitants whorts), to which he gave the name of Vinland. Here he remained during the winter, and returned to Greenland the spring following.

"In 1002, a brother of Leif, named Thorwald, undertook a voyage to the far-west land;—he and his companions arrived safely at Vinland. They found, and for a time occupied, the very huts, or Leifsbooths, which their predecessors had erected; explored much of the country, continuing therein two whole years; and finally, coasting their way eastward towards home, fell in with the Skrellings, or Esquimaux, with whom, as the chronicler relates, they came to blows, in which rencontre Thorwald lost his life, and his remains were buried on a promontory which he had admired a day or two before for its picturesque beauty. Upon this promontory, or point of land, the survivors erected a number of crosses, naming it Cross-ness in all time coming. We are further told that Thorstein Ericson, a brother of the deceased, fitted out a ship with the view of fetching home the remains of Thorwald, but was frustrated in the attempt by a succession of adverse gales, which eventually drove him upon

the *western* settlement of Greenland, where he died during the winter.

"The next year one Thorfinn, a person of great substance, of illustrious lineage, and Irish descent, took his departure from Greenland for those remote south-westerly regions. His ships, three in number, after encountering the usual amount of sea obstacles, reached the place described by the preceding adventurers, namely, Helluland and Markland (the latter about three days' sail from the former), where they made some tarry, and afterwards, steering towards the south, came upon Vinland, or land of grapes, which refreshing and delicious fruit they found in abundance. Having fulfilled his mission, Thorfinn bade farewell to Vinland, leaving it on the left, and so retracing his course along shore, touched successively at Markland, 'the land of thick woods,' and at Hellulan[illegible]emarkable for its icebergs, slate rocks, and foxes, and after some weeks' sailing on the ocean, arrived once more in safety at Ericsford, in Greenland."

Such are some of the accounts, handed down to us through the medium of ancient manuscripts, of voyages athwart the Atlantic by the Scandinavian Northmen. That they are worthy of credence can scarcely be doubted, after the unqualified admission of the illustrious individuals who compose the association before referred to.

Assuming Markland to be identical with our

modern *Nova Scotia*, then it follows that the land situated at the distance of three or four days' sail thence in a north-easterly direction must have been no other than *Newfoundland* (proper), or the coast of *Labrador*, while the region discovered at a similar distance to the south-west of Markland must have been the coast of what now forms the state of *Massachusetts*. At one of the more southerly positions attained by those ancient mariners "the sun was observed to rise at half-past seven, and set at half-past four, *giving nine hours for the shortest day.*" With these data there can be no difficulty in deducing the latitude of the place of observation, which must have been in 41° 24′ 10″. There are other particulars equally convincing, which go to corroborate the reports so long in circulation about the discovery of America by the ancient Scandinavians; but we must rest here, and refer the reader curious in such matters to the extended report in the "Antiquitates Americanæ," published by the Royal Society of Northern Antiquaries.

But, proceeding further in our inquiry, which has a more direct reference to Newfoundland, and reaching a more recent date, we find, by consulting Hakluyt, McGregor, and others, that Newfoundland was discovered on the 24th June, 1497, by John Gabota, or Cabot, a Venetian, who, on a voyage of discovery in the reign, and under the sanction, of Henry VII.

of England, fell in with that part of the coast called Bonavista, and, without making any stay here, coasted along the continent of America, until he found himself in latitude 38° north, when, being short of provisions, he returned to England, taking with him from Prince Edward Island (then called St. John) three of the aborigines.

It was the general belief till lately that this was the first part of the American coast visited by Europeans; but it seems now to be established that the land in question was Labrador, and that Newfoundland was the territory seen immediately opposite, and named St. John's. Considering the relative psoition, the common opinion, making the latter Prince Edward Island, is quite untenable. Yet we should not have thought it possible that Avalon, or some other large peninsula, might have been deemed an island, did not the white bears, which are found only on the Labrador, appear to decide in its favour. Newfoundland, however, was certainly discovered in this voyage, and has always been claimed by Britain. Cabot gave it the name of Baccalaos, being the Indian title for cod-fish.

CHAPTER II.

DESCRIPTION OF THE ORIGINAL INHABITANTS.

THERE remained in this island to within the last thirty or forty years, as in every other part of America, a proportion of the population which it is impossible to contemplate without the most painful feelings. Europeans, when they first began to form their fishing establishments, found on the coast a considerable number of natives belonging to a particular tribe called Red Indians. This colour, which they exhibited still more decidedly than the races on the continent, is ascribed by M. Chappel to the use of a vegetable juice with which their whole body was carefully anointed. This I consider to be an error, for, instead of being vegetable, or any other juice, it is a pretty well established fact that it was a species of red ochre which they used. An island at the mouth of the Exploits River abounds with that description of earth or chalk, and is, by the oldest inhabitants long located there, pointed out as the spot where that people used to be seen coming for supplies of that material, a quantity of which would generally be found about their wig-

wams. The intercourse for some time, as indeed usually happens, was friendly, and they mixed familiarly with the strangers, aiding them in those adventurous pursuits which were congenial to their own habits; soon, however, quarrels arose, and, being an exceedingly jealous people, there may have been cause for this passion being aroused by the incautiousness of the whites, who in their turn accused the red man of stealing the materials for the fishery, and even its produce. Wrongs, in time, excited to mutual violence, and inextinguishable enmity followed. The settlers, generally men of fierce tempers, and armed with powerful weapons, carried on the contest in a manner peculiarly ruthless, hunting and shooting the natives like deer. The latter have gradually disappeared from the island, and for many years not one has been seen. Humanity, however, be it said, has not been wanting on the part of the home government, as well as of private individuals of standing in the island. It is recorded that several attempts had been made to open up a friendly intercourse with these tribes; and in 1760, under Governor Webb, an attempt was made on a large scale by one Scott and others, which was attended with signal failure, for both him and his companions were treacherously killed. In 1776, Rear-Admiral Montague, the then governor, adopted measures with a view to enforce pacific relations with them, many of whom at that early

date had been killed by the outpost settlers; and from time to time other attempts were made, the last with as little success as the former. Reports again having reached St. John's from St. George's Bay, stating that some five or six of the Red Indian tribe had been seen near the seacoast in the spring of 1810, the governor, Sir Thomas Duckworth, immediately issued a proclamation for the protection of the tribe, and in the course of the season fitted out a small armed schooner, and, under the command of Lieutenant Buchan, sent her with a party to the head of the Exploits River, with a view to penetrating and searching the interior of the country. After penetrating the country, keeping the course of the Exploits River for two or three days, Lieutenant Buchan came up with a party of them, and having effected something like an understanding with, and distributed presents amongst, them, he prevailed on them to allow two of their number to accompany him to the vessel, leaving two of the marines whom Lieutenant Buchan had with him as a guard, as hostages of good faith; and appointing a certain time for their return, they separated, apparently well satisfied. No doubt Lieutenant Buchan's intention was most honourable, but, unhappily, something or other intervened to prevent his reaching the spot at the appointed time, and on getting there the marines were found murdered, and the tribe decamped. It has been

supposed that the natives must have suspected that some plot had been formed to surprise them, with an evil intent, on account of the Lieutenant's want of punctuality. Whether, previous to the separation of the two Indians from their tribe, any preconcerted signal had been agreed on as to things being all right on the return of the former, is not known, but certain it is that on reaching the rendezvous within such space as to be heard by their companions, if there, they gave one of their war-whoop signals, and, receiving no return, at once dashed into the woods, and, although chased by other parties, were never again seen. Thus terminated this adventure, promising as it appeared in the onset, and fraught with the purest intention, in signal failure, chagrin, and disappointment.

In 1827, we find that an institution called the Bœothic, from a native appellation of the people, had been formed, with a view of again trying the possibility of opening up a friendly intercourse, should any of the tribe be found remaining. To forward the humane intentions of this body, McCormack, who on a former occasion had visited the interior, set out this year with a party of Micmac Indians, and, ascending the river Exploits, crossed the country to the head of White Bay. About half way thither, at a portage called the Indian Path, he found vestiges of a family who had evidently been there in the spring or summer of the

preceding year. They had possessed two canoes, had left a spear-shaft eighteen feet long, with fragments of boats and dresses, and had stripped a number of the birch and spruce trees of their rinds, the inner part of which they use for food. Further on he came to the remains of a village, consisting of eight or ten wigwams, each capable of containing from six to twenty persons. There were pits to preserve the stores, and the relics of a vapour bath. From White Bay he proceeded south-west to the Red Indian Lake, a spacious and beautiful sheet of water. On its banks, and understood to have been a favourite haunt of the natives, several clusters of their huts were found, but all had been long deserted. There was a canoe, twenty-two feet long, which appeared to have sunk and driven on shore. Wood repositories for the dead were framed with great care, the bodies wrapped in skins, and with which were a variety of small images, models of canoes, arms, and culinary utensils. The party descended the river of Exploits, continuing to find similar traces of habitations, but all long abandoned.

There were fences to entrap deer extending in a continuous line at least thirty miles, which it must have required at least 500 men to keep in repair, but all is now relinquished and going to ruin. Thus ended this philanthropic search prosecuted at the expense of that benevolent society, begun with hope and expectation, and ending in disappointment.

The other tribe of Indians at the same time occupying different parts of the interior of the island are called Micmacs, or Hunting Indians. They roam over the country in winter by the aid of snow shoes, while in summer portable canoes of birch bark enable them to cross the numerous streams. Their sole study is the destruction of birds and beasts, whose cries they imitate with surprising skill, and on the flesh of which they subsist. They bring them down sometimes by means of their old weapon, the arrow, but they prefer fowling-pieces where they can procure them. The furs of the animals they bring out and sell to Europeans. Within the last generation they are getting more social, living mostly by the sea-side instead of the interior of the country, going there only occasionally, that is, at the hunting and furring season, bringing out venison, hares, partridges, &c. Their furs they exchange for arms, ammunition, clothing, &c., and a certain proportion of provisions to use as occasion may require. These exhibit a considerable mixture of French blood, and have been converted by that people to a form of Catholic religion, and are visited by a Catholic priest at their different settlements once every summer season.

CHAPTER III.

SUBSEQUENT HISTORY.

THE island, as before stated, was discovered by Cabot in 1497, and, about 1502, Europeans began to establish a fishery on the coast, composed of Portuguese, Biscayans, and French. The English did not seem to become fully aware of its importance until about 1540, when we find the ports of London, Barnstaple, Bideford, and Bristol prosecuting an extensive fishery. In 1583 the English came into possession of the island, Sir Humphrey Gilbert claiming it in the name of his sovereign, Queen Elizabeth, on the 5th August; in this expedition he was accompanied by Sir Walter Raleigh. Numerous disasters befell many voyagers to these regions between this date and 1610, when attempts were made to plant a colony here by a company of English gentlemen of the first respectability, among whom are to be found the names of Earl Southampton, Sir Percival Willoughby, and the great Sir Francis Bacon, to encourage which, James I., by letters patent, gave them all that part of the coast between Capes Bonavista and St. Mary: neither of

them, however, visited the country. It was placed under the direction of an agent named Guy, who, after a short passage, arrived at Mosquito Cove, in Conception Bay, where he erected temporary dwellings and commanded the fishery. (It was not until 1614 that permanent dwellings were built.) It would seem that the expectations from this enterprise were not realized, for it appears that about four years afterwards, James I., by letters patent, invested his principal secretary, Sir George Calvert, with all that part of the island known as Avalon, and sending thither a considerable colony, of which Captain Wynn was made governor, who settled down at Ferryland, and erected a large dwelling-house, a granary, and some stores. From the flattering reports sent by Captain Wynn to Sir George respecting the climate and soil, the latter, with his family, was induced to visit this country, and on his arrival at Ferryland he caused a house suitable to his rank to be erected, and a strong fort. Charles I., however, about the year 1633, is entitled to the credit of being the first monarch to establish anything like an acknowledged system of government, with a view both to prevent and punish crime, causing the most flagrant to be sent to England for trial, personal and public property to be respected, and instituting regulations for fishery observances, &c. &c. In 1634, and for many years following, France, rather than relinquish the

privilege of fishing on the coast, submitted to pay a tribute to the British Government of 5 per cent. on all fish caught by them. In the reign of Charles II., however, this tax was removed, and from that moment their fishery increased wonderfully. It is recorded that, in 1654, fifteen different settlements existed, containing about 400 families. In 1696, the town of St. John's was destroyed by a French fleet, and, with the exception of Bonavista and Carbonier, which defended themselves, all the settlements in the colony were demolished. The peace concluded at Ryswick in Holland put a stop to further depredations, with the mutual agreement for their respective rights to continue the same as at the commencement of the war. Thus things continued until 1702, when war was again declared between the two nations. Sir John Leake being appointed to a squadron by Queen Anne, on arriving on the coast captured no less than twenty-nine sail of the enemy, and returned home with his prizes towards the end of October. Tranquillity was not yet restored; for, in 1705, the French, having obtained from Canada an accession to their strength, made an ineffectual attempt on St. John's, but succeeded in ravaging the coast as far as Bonavista. For eight years an unceasing conflict was carried on, sometimes in favour of the English, and at others of the French. It was not so much for the importance of the fisheries that Newfoundland en-

grossed so much of the attention of France, but for the much greater value she found in her as an extensive nursery for seamen, and occupying so commanding a geographical position with respect to the Canadas, a circumstance not only then, but even up to the present moment, apparently altogether lost sight of by the British Government. This must appear very self-evident, especially when we see the difficulty of manning our navy in an emergency, and the facility with which France can fill hers to repletion by drawing her fishermen from these coasts. Destroy her fishery in Newfoundland, and she has not a maritime coast on the globe from whence to raise a naval crew. In 1713, another peace was concluded, and the celebrated Treaty of Utrecht ratified on the 4th April, which treaty is very important as having reference to the claims of each country to the present day. The substance of it is, "That Newfoundland and the adjacent islands were declared wholly to belong to Great Britain; the French having *liberty* to catch and dry fish on that part of the coast only lying to the north of Cape Bonavista, and stretching along the western shore as far as Point Riche, to erect no fortifications, nor to remain longer on the island than the process of curing the fish required."

About 1728, the first governor of the island was appointed in Captain Henry Osborne, of H.M.S. *Squirrel;* also, a sheriff and justice of the peace,

surrogate courts established, the island divided into convenient districts, and captains of men-of-war appointed to try civil cases. In 1737, a court of oyer and terminer was established, consequent upon the increase of crime and the expense of sending delinquents to England for trial. In 1741, the Right Hon. John Byng was made Governor, and in consequence of the number of captures made of Spanish vessels (England being then at war with that nation) by the squadron under his command, a vice-admiralty court was instituted, which prevented the necessity of sending them across the Atlantic for trial and condemnation. In 1744, Byng was succeeded by Sir Charles Hardy, of H.M.S. *Jersey;* and in 1749, Lord Rodney assumed the government. To him succeeded Governor Webb, and during the years 1761 and 1762 we find the French again committing numerous depredations on different parts of the coast. In the latter year, Lord Colville arriving found the capital (St. John's) in possession of the French Admiral Tierney. Lord Colville, with the troops under the command of Colonel Amherst, having effected a landing at Torbay under a galling fire, advanced upon Quidi Vidi, which they took sword in hand, then mounting the steeps of Signal Hill against a heavy fire, the enemy were driven from their guns, and were forced to surrender. The French fleet that was at anchor in the harbour had, under cover of a fog,

gone to sea. One or two other strong forts remained in the hands of the enemy until the night of the 17th September when, after sustaining for some hours a brisk fire from their assailants, they surrendered themselves prisoners of war. Two officers were killed, several wounded, and many lives were lost. Ferryland and Harbour Grace were manfully defended by two individuals, inhabitants of the island. Their services were afterwards most honourably acknowledged by the Government. The former, Robert Carter, Esq., supported a garrison at the Isle of Boys; and the latter, Charles Garland, Esq., commanded a military detachment on Carbonier Island. At the close of the present year, a definitive treaty was signed at Paris, and as proof of the tenacity with which France still clung to a participation of a part of the coast, she renounced "all her pretensions to Nova Scotia for the privilege of catching and curing fish on the northern part of the island." The coast of Labrador was this year annexed to the Newfoundland Government; and this year, also, that celebrated navigator, Captain James Cook, was engaged in a survey of the coast of the island, whose conical cairns of observation, composed of loose stones, are to be seen in different parts of Placentia Bay to this day. The population at this time is stated to have been about 13,000, but not more than half that number were constant residents. Produce in fish,

336,300 qtls. cod; salmon, 694 tierces; cod oil, 1,598 tuns; and about £2,000 worth of furs. The year 1775 is remarkable for one of the heaviest storms ever remembered; the sea suddenly rose twenty feet above its usual height, and the loss of property on land was immense; many square-rigged vessels and hundreds of smaller craft went on shore and were totally lost, and at least 300 persons perished on the occasion.

A Court of Common Pleas was established in 1789, followed by a Court of Civil and Criminal Jurisdiction, called the "Supreme Court of Newfoundland"; Admiral Mark Milbank was then Governor, and John Reeves, Esq., Chief Justice. During their continuance in office the country benefited wonderfully; sad abuses that had heretofore crept into the inferior courts were remedied, and order and regularity established on a firmer basis.

In 1796, the French again assumed a hostile attitude towards Newfoundland. The French Admiral Richey destroyed the town of Bay Bulls, and committed other ravages; but, learning the strength of the fortifications, he declined attacking St. John's, which was defended by the then Governor, Sir James Wallace, an officer of great determination and spirit.

The catch of codfish in 1795 was 600,000 qtls.; seals, 4,900; and a vast quantity of salmon.

The whole amount of capital invested this year was estimated at £1,500,000 sterling.

About the year 1803, some encouragement was given to education, sundry schools having been introduced in several places. The Benevolent Irish, and other societies and associations, were instituted for the relief of the poorer classes. In 1807 the first newspaper was printed, entitled the *Royal Gazette and Newfoundland Advertiser*, Mr. John Ryan, proprietor, and which journal for more than half a century has continued to retain its original name and patronage, having changed hands once only, caused by the demise of its originator. The curious will be well repaid for their time by comparing the leading articles of that date with those of the present, by which he will be able to judge of the vast improvement in newspaper literature.

The year 1808 is noted for the first formation of a volunteer militia at St. John's. The coast of Labrador (which had been separated for some time) was again included in the Government of Newfoundland under the administration of Admiral Holloway. In 1810, Sir Thomas Duckworth, K.B., succeeded Admiral Holloway as Governor. Amongst the first acts of his administration was to issue a proclamation for the protection of the Red Indians, and a reward of £100 sterling to any person who should bring about a friendly understanding with them.

On the 17th June, 1812, war broke out between

Great Britain and the United States, which naturally created great excitement and alarm throughout the island, and for two years rendered it very uncertain as to shipments reaching their destination; many vessels and cargoes were taken and destroyed, and insurance was exorbitant. In 1814, exactly two years after the American declaration of war, the treaty of Paris was concluded, when so much of the Treaty of Utrecht as gave to the English the possession of all the adjacent islands, and the French the right of fishing placed on the same footing as in 1792, was confirmed. A considerable falling-off in the British Bank Fishery soon followed, and from the bounties allowed by their Government, and the illegitimate mode of fishing with bultows, the number of French bankers has been gradually increasing in a proportionate ratio. At the present date there is not a single British vessel sent to the Banks, whilst those of the French count nearly 400 sail, mostly of large tonnage, replete with men and a proportion of boys. The exports for this year (1814) is set down at 1,200,000 qtls. codfish, at £2 per qtl.; 20,000 qtls. corefish, at £1; 6,000 tuns cod oil, at £32 sterling per tun; salmon, mackerel, and furs, about £10,000; 156,000 seal skins, at 5s. each; 4,666 tuns seal oil, at £36 per tun: amounting in all to £2,828,976 sterling. Newfoundland, from its contiguity to the States, which are quite a granary for breadstuffs, suffered considerably from high

prices and scarcity of provisions during the two years' war. The effects will be seen by the following prices:—Bread sold at £4 per bag or cwt.; flour from £6 to £7 per barrel; pork from £8 to £10 per barrel; butter, 3s. per lb.; salt, 30s. per hogshead; wearing apparel and other goods in proportion; ordinary fishermen obtained £12 per month; and splitters, coopers, &c., £20 for the same period. The effects of the peace which followed were shortly after found to be even more disastrous than those of the war; for, although the prices on all articles necessary for the fishery were exorbitant, still they were fully in proportion on the articles exported, as will be seen by the prices just quoted above. But as soon as peace was proclaimed, fish was little in demand, and the price fell at once from £2 to 10s. per quintal. The prices of the other staple produce of the country fell in proportion. Numerous were the bills returned protested, and many houses of the first standing closed in consequence, for the time producing universal embarrassment. Between 1814 and 1816 the trade was somewhat recovering in St. John's, when, in the inclement month of February, an extensive fire occurred, causing much suffering and distress, alleviated greatly, however, by a liberal grant from the Parent Government; but food continued so scarce until some arrivals in the month of June afforded relief, that it was found necessary to appoint a committee of distribution. In 1817, St.

John's was visited with two other extensive fires, both in the month of November, by which 200 houses, and a large number of stores containing great quantities of provisions imported as supplies for the winter season, were consumed. At this unfortunate crisis St. John's was greatly indebted to the citizens of Boston, who, on hearing of the calamity, with characteristic generosity freighted a vessel and sent her loaded with provisions for the relief of the sufferers. This noble act is worthy of record, and is still remembered with gratitude in this colony. The result of an inquiry which the Home Government caused to be made through the Governor, Vice-Admiral Pickmore, as to the state of the colony, is as follows:—"800 vessels employed in the trade and fisheries; the produce of the country estimated at £2,000,000 sterling, and the population at 80,000." After the death of Vice-Admiral Pickmore, which occurred the year following (1818), Sir Charles Hamilton became the Governor, and Francis Forbes, Esq., of Lincoln's Inn, Chief Justice, under whose government and administration the colony greatly improved and flourished. The latter was succeeded by Richard Alexander Tucker, Esq., A.M., of the Inner Temple, on the 5th May, 1823, a gentleman of high standing in his profession, and one esteemed by the people generally.

After a lapse of three centuries, how little was known of Newfoundland at the office of the Colonial

Secretary, and still less done by the Government to forward it in the scale of civilization! A fortuitous circumstance, more than the meditated event on the part of the Government, brought to the colony a gentleman destined to do much immediate good, and also to lay a foundation for general future improvement,—we mean Sir Thomas Cochrane, under whose administration no one could remain a stranger to the very decided improvements made by him. During his first year (1826) a very important change was made in the judicial system, authorized by royal charter, and promulgated on the 2nd of January, directing that the Supreme Court of Newfoundland be held by the chief judge and two assistant judges, whose respective salaries are, for the former £1,200, and for the latter each £700, sterling. The island was, and is, divided into three districts, called the Northern, Central, and Southern, the different harbours of consequence in each of which are visited annually by either of the judges, who hold courts for stated periods. The spring and fall terms of the Supreme Court are always held in St. John's, the three judges presiding to constitute them. The first public road, properly so called, in the colony was made under the direction of Sir Thomas, viz., from St. John's to Portugal Cove; others following, through his influence. Grants of land were taken up, and cultivation very much extended, and the growth of cattle improved. The building of Govern-

ment House was commenced in 1828, and completed in 1830. A stone court-house and prison were also about this time erected at Harbour Grace.

In 1832, in accordance with the prayers of the inhabitants (though far from being general), a representative assembly was granted to the colony by the Home Government, which was opened for the first time on the 1st of January in the following year. The house comprised 15 members, elected from the following districts:—St. John's, 3; Conception Bay, 4; Trinity Bay, Bonavista Bay, Fogo, and Ferryland, 1 each; St. Mary's and Placentia, 2; Burin, Fortune Bay, 1 each. Qualifications of members—householders two years, worth £500, or in receipt of £100 per annum, derivable from any source; for voters, almost universal. The country sustained a loss in the resignation of the Chief Justice, Mr. Tucker, an office he had held with great ability for ten years, during which time he had become strongly attached to the people. He was succeeded by Henry John Boulton, Esq., of Upper Canada, a determined disciplinarian. Exports this year:—600,000 qtls. codfish; 3,000 tuns cod oil; 5,000 tuns seal oil; 400,000 seal skins; salmon and furs, £20,000 worth: total value, £494,000. The imports for 1834 were £618,757; exports, £826,659. The seal fishery had increased to about 400 vessels; population estimated at about 80,000; number of vessels arrived was 888 British, and 20 American.

In 1836, the first banking house was established in St. John's; and the first lighthouse built in the colony was on Harbour Grace Island in 1837. In 1838, the first geological survey of the island was undertaken by J. B. Jukes, Esq., F.G.S., who furnished a report of his surveys, which, however, did him little credit, and less benefit to the colony for the outlay. Since then, copper, lead, and other ores, have been found on different parts of the coast, the full development of which is undoubtedly in its infancy. In Placentia Bay (La Manche Harbour) a most extensive lead-mine has been discovered, and handed over by some old inhabitants to the New York Telegraph Company. These mines are now in full operation, under the supervision of Major Ripley (U.S.); Professor Sheppard's report as to the extent of the mine and the purity of the metal, is most encouraging. We have heard that other parts of the same shore, near Placentia, abound with the same metal.

In 1843, the constitution of the House of Assembly underwent a change, having been incorporated with the Council, and termed the "Amalgamated Assembly of Newfoundland." In 1845, the population was 98,000. The year 1846 was the most disastrous ever witnessed in St. John's, the influence of which was felt throughout the whole island. At about eight o'clock on the morning of the 9th of June, a fire broke out near Queen Street, extending west to

Messrs. Newman and Co.'s, and east to Maggotty Cove, leaving only the suburbs and a small portion of the back part of the town standing. This calamity was followed by another more fearful as to loss of life. On the 19th of September following, from twelve o'clock noon till four p.m., a most furious hurricane swept over the whole country, ravaging the coast, destroying a vast amount of property both on land and afloat, and many lives. Much distress necessarily followed, which was, as soon as known, relieved by the mother country and the adjacent islands and continent. Had the fire occurred during the winter, thousands must have perished. The Phœnix Insurance Company suffered to the amount of £100,000 sterling. In 1847, some of the most influential merchants commenced their buildings; and in 1852, Sir Gaspard Le Marchant was sent out Governor, under whom numerous works tending to benefit society were advanced. The town was plentifully supplied with water; agriculture acquired an impetus; the breed of cattle was improved; mechanics' institutes were founded; public edifices erected; and a better system adopted for relieving the poor. The amalgamated form of government was set aside, and reverted to its former constitution. Francis Brady, Esq., assumed the Chief Justiceship. About this time steam and telegraph communication between Conception Bay and St. John's was introduced; the town of Harbour

Grace lit with kerosene gas; the market-house in the capital opened, and various places of worship erected throughout the island. Amongst the principal associations existing at the present time may be enumerated the Benevolent Irish Societies, Dorcas Societies, Temperance Societies, Agricultural Societies, Insurance Clubs; Steam, Gas, and Water Companies; Life and Marine Associations, &c.

CHAPTER IV.

DESCRIPTION OF THE SEACOAST, WITH ITS PRINCIPAL BAYS, INLETS, AND HARBOURS.

THE coast of Newfoundland is for the most part steep and rugged; the sea cliffs are bold and lofty, and may be approached with confidence, having deep water close at their feet. Many of the promontories and headlands have been much admired for their picturesque grandeur; and perhaps none more deservedly so than the north and south heads forming the entrance to the harbour of St. John's, very appropriately termed the Narrows. The one on the north, called Signal Hill, attains an elevation of 520 feet, the south-side hill 700 feet, above the sea level. Mr. Jukes describes them as "consisting of a mass of dark red sandstones and conglomerates. These are very hard, having a dull fracture, and are incapable of being easily worked into shape. The embedded pebbles are generally small, never being larger than a man's fist, and consist almost entirely of quartz. The beds are usually about three feet thick. The lower part of these red sandstones contains bands, or thick and irregular beds

of light grey gritstone, very fine-grained and intensely hard, with a splintery and conchoidal fracture, which passes down by a regular gradation into the slate rocks below, on which the town of St. John's stands." The entrance to the harbour is narrow, but has been very much improved of late. A rock, which was in the way just inside the harbour, called the Merlin Rock, has been blasted to the depth of twenty-seven feet; and the Roby, or Salisbury Rock, immediately south of the Chain Rock, on which the U.S. steam-frigate *Niagara* struck on her coming into port, after landing the Atlantic cable at Bay Bull's Arm, in Trinity Bay, is about to be deepened. The Chain Rock is always above water; vessels going in, by keeping pretty close to it, will avoid the only danger on the other side—the Pancake. After getting inside the Chain Rock, steer westerly, and thus avoid the Prosser Rock on the port side. The anchorage is good in any part of the harbour. All the harbours on the east coast are easy of access, and very safe and commodious when entered. Some care is necessary in approaching the land when the fogs prevail; but that is found to be neither as often nor of such long continuance as has frequently been made by ignorant or designing persons to appear. "The evidence of experienced mariners," says a late writer, "proves the eastern shore of Newfoundland to be much more free from fogs than most parts of

the North American coast; it is only when the wind varies in the unusual quarter between east and south that the heavy sea fog from the great Banks drifts in upon the land, and then it is so common to find clear weather within a mile of the shore, that persons well acquainted with the navigation near Newfoundland run boldly through the fog, the safe nature of the coast justifying the practice." May, June, and July, are the months when fogs prevail, and they are notoriously more frequently encountered south and west of Cape Race than north and east of that point. Halifax Bay is particularly subject to them, and although the entire coast of Nova Scotia is beset with reefs and hidden dangers, the Cunard steamers have hitherto experienced no difficulty, and but little delay, in making port in consequence of thick weather. And here, for the benefit of all into whose hands this pamphlet may fall, and who may not have had an opportunity of acquainting themselves on the subject, I am induced to give one or two short extracts of evidence, taken in 1845 before a select committee appointed by the Legislative Assembly, on a question as to the propriety of petitioning the Home Government on the fitness of making St. John's a port of call for Atlantic steamers, and which evidence was submitted by Mr. Robinson, then Q.C., but now one of the assistant judges of the Supreme Court, at a public meet-

ing of the inhabitants, held in the Factory, on the 20th of September, 1851—the Hon. W. Thomas in the chair. The evidence is as follows :—

The Hon. James M. Spearman examined :—"I am Collector of H.M. Customs of the island. . . . The Harbour of St. John's is a remarkably fine one, with deep water, and easy of access; there is no rock or shoal eastward of the harbour's mouth. I have resided a short time in Halifax, and find that St. John's is less subject to fog than Halifax."

Hon. Robert Job :—"I am a merchant, carrying on trade in Newfoundland and Liverpool the past thirty years. I have crossed the Atlantic between thirty and forty times. The months during which fogs prevail are usually May, June, and July. These fogs are more dense over the Banks, but, however thick they may be there, the atmosphere is, generally speaking, quite clear within a mile of the shore."

Mr. John Cousins :—"I am a master mariner; have been engaged in the trade forty-four years. I have arrived at Newfoundland all months in the year. I have, as master, made several voyages to Nova Scotia. The coast is a very dangerous one, from the shoals that lie off it at a considerable distance. Fogs prevail along the coast of Newfoundland and Nova Scotia chiefly during the months of May, June, and July. They are thickest on the Banks. Those that are acquainted with the navi-

gation of Newfoundland boldly run through the fog for the land, and find the atmosphere clear within a mile or a mile and a half of this shore, and the safety and boldness of our coast permit the running close in-shore with impunity."

Hon. Charles F. Bennett:—"I am a merchant, carrying on trade in Newfoundland and Bristol the past twenty-five years. I have made several voyages in steam-vessels, as well as in sailing ships. Fogs prevail as much on the coast of Nova Scotia as on that of Newfoundland. The former coast is beset by dangers which prevent vessels running during fogs for a harbour with the same confidence that they do on this coast."

These, with other evidences, having been heard, resolutions in accordance with them were passed, resulting in the propriety of presenting a petition to the Legislature, praying for an increase of the grant of £1,000 per annum, and that a committee be appointed for preparing and forwarding a memorial to the Secretary of State in furtherance of the objects contained therein. Such was the strong and forcible evidence deduced before the legislative committee, showing the feasibility of vessels visiting St. John's at all seasons of the year, followed by resolutions descriptive of the advantages to be obtained reciprocally by establishing St. John's a port of call; the whole of which (for brevity's sake,

I omit), shows most clearly that steamers, leaving with less coals on board, will lose no time by calling here and making up the deficiency, the loss of time being fully compensated by the extra speed on the first part of the voyage.

CHAPTER V.

DESCRIPTION OF THE INTERIOR, WITH PRINCIPAL MOUNTAINS, HILLS, LAKES, RIVERS, ETC.

THE interior of the country assumes a very different appearance a few miles from the seacoast, and the quality of the soil may easily be judged of by the character of its covering. The surface is uneven, and covered by the different kinds of vegetation forming districts, to which the names of Woods, Marshes, and Barrens, are respectively applied. The larger description of *woods* occupy the valleys and sides of the hills more than the summits, on account of the natural drainage, which affords constant nutriment. The trees for the most part consist of fir, spruce, birch, pine, juniper, wych-hazel, mountain-ash, alder, and aspen.

The *Marshes* are open tracts, covered with a moss to a depth sometimes of several feet, a few miles' march over which is very laborious and fatiguing, especially when intertwined with juniper and other ground shrubs, which is often found to be the case.

The *Barrens* are those districts occupying the

summit of hills and ridges, and are somewhat similar in appearance to the moorlands of the north of England.

The description of the general features of the country would be very incomplete were we to omit to mention the immense abundance of hills and lakes of all sizes. The latter are found, not only in the valleys, but even in the hollows of the summits of the ridges, and the very tops of the hills.

In the province of Avalon there are two principal ranges of hills forming water-sheds; the most easterly runs from Renews to Holyrood, in Conception Bay. At each end of this range is a remarkable hill called the Butter Pots, distant from each other about twenty miles, and upwards of 1,000 feet elevation. The local names of others attached to the range are *Bread and Cheese, Bold Face,* and the *Flakey Downs. Hell Hill* is situate between this range and the seacoast. From the Butter Pots of Holyrood a range of high land runs along the eastern side of Conception Bay, forming the *White Hills,* and the lofty, iron-bound coast from Topsail Head, by Portugal Cove, to the neighbourhood of Cape St. Francis. Another spur of this range runs towards the western side of Conception Bay as far as the *Cat's Cove Hills,* near Collier's Bay—these latter hills being the three peaks of a picturesque elevation, and rising to a height of 900 feet. The other principal range of Avalon runs from Cape Dog,

in St. Mary's Bay, to near Chapel Arm, in Trinity Bay. The principal are *Mount Seapie, North Harbour Look-out, South-east Mountains* (1,200 to 1,400 feet), *Cap Hill, North-east Mountains, Spread Eagle Peak* (1,000 feet), *Little Gut Look-out, Tolt,* and the *Monument.* Other disconnected hills deserving notice are the *Green Hills,* near the Renews Butter Pots; *Chisel Hill,* near Salmonier, St. Mary's Bay; *Sawyer's Hills,* bordering on the east coast of Placentia Bay; *Spaniard's Bay Look-out,* and *Branscomb's Hill* (870) and ridges; *South Side Hills* (700), and *Signal Hills* (520), about St. John's. In the main portion of the island we find the western shores of Placentia Bay, from Piper's Hole to Cape Chapeau Rouge, mountainous, and in many parts rugged and precipitous, none of the hills, however, exceeding 1,000 feet elevation. *Cape Chapeau Rouge, St. Margaret,* and *St. Ann,* attain about 800 feet; *Centre Hill* is an isolated peak near Bay Bull's Arm, Trinity Bay, viewing it from whence it has a very commanding and inviting appearance; it has upwards of 1,000 feet elevation; in Placentia Bay it is seen so plain as to be considered by most persons a part of their coast, and is called by them *Powder-horn Hill.* From the summit is an extensive view of the whole of the Bays of Placentia and Trinity, as well as some of the high lands about Conception, Bonavista, and Fortune Bays, and from it upwards of 150 ponds have been counted. On

the west side of Bonavista Bay is the *Louil* or *Louis Hills*. *Fox Harbour Hills*, rising in the interior from Cape Freels, may be seen a long distance at sea. On the west side of Gander Bay is the *Heart Ridge*, and *Blue Hills* and *Forked Hills* further west. By the Exploits River are the *Shuter Brook*, *Hodges*, and *Western Tilt Hills*. Nearly at the head of the Grand Pond is the *Ories Hill*. On the western side, the *Long Range* extends its grandeur from the Humber River and Deer Pond to the middle of White Bay, and at the foot of the pond is the Hare Hill. On the east side of Port-au-Port are the *Table Hills*, and on the west side *Round Head Hill*. Following Mr. Cormack's track from St. George's Bay to Random Sound, in Trinity Bay, it will be found to cross the south end of the Long Range; and in the vicinity of Jameson's Lake, the *Serpentine* and *Red Indian Mountains* are found, eastward of which are *Mount Sylvester* and the Random Sound *Double Range*.

The principal *Lakes* are,—George the Fourth's, Croker's, Wilson's, Wilmot's, Wallace's, Montserois, Jameson's, Richardson's, Barrow's, Mobile's, Carson's, and Bennett's, with many others at the present without a name. Generally speaking, however, it will be seen that those sheets of water designated as lakes are far inferior in extent to what are commonly termed ponds, contrary to the ordinary usage. There are several extensive lakes

of water vastly larger than any of those named; such are,—the *Grand* and *Deer Ponds*, having an outlet at the Humber Sound; *Red Indian Pond*, at the Bay of Exploits; *Gander Bay Pond*, discharging itself into Gander Bay; and *Gambo* and *Terra Nova Ponds*, the waters from which are received into Bonavista Bay.

Of *Rivers*, there are *Biscay Bay*, near Trepassey; *Salmonier*, and *Colinet* or *Rocky River*, St. Mary's; *Dildo* and *Spread Eagle Rivers*, Trinity Bay; *Come-by-Chance*, in Placentia Bay; *Gould's River*, Southern Gut, Conception Bay. The *Hodge* and *Rocky Rivers* meeting, are the most extensive in Avalon, the former having its rise near Brigus. The rest bear the names of the lakes whence they proceed, or the harbours into which they flow. The districts in which good timber may yet be procured are, the Bay of Islands, Grand Pond, St. George's Bay, Bay of Exploits, Green and White Bays, Goose and Fresh Water Bays, Random Sound, and between Brigus and Spread Eagle Peak and St. Mary's and Trinity Bays.

In the year 1847, Joseph Noad, Esq., the then Surveyor-General of the island, published some remarks upon certain districts to the westward, tending to show the capabilities of that part of the country, a few extracts from which we append, viz.:—At Great Codroy River, he says, "A small quantity of wheat has been sown by a Scotch farmer

on the natural soil, and it was seen growing luxuriantly. Limestone is readily obtained, and can, with but little trouble, be made to contribute to the support of the land where it is so abundantly found. Timber of the most serviceable description covers, for the most part, the tract here referred to;—birch-trees, measuring from five to seven feet in circumference, were found within less than a quarter of a mile of the shore, while others of a larger growth may be readily procured at a short increased distance from it. . . . From information obtained at Codroy, but little doubt exists that coal may be procured, and that without much difficulty. . . . It would be difficult to imagine a more beautiful or picturesque scene than this river presents; and whether with reference to the soil around it, to its fisheries, or its geographical position, . . . a more desirable or important place for a settlement could scarcely be found."

Speaking of Bay St. George, he tells us:—"The soil is rich and deep, and when the trees and stumps are removed from it, no further obstacles exist to prevent the land being at once brought under the plough; while the husbandman has at hand limestone and gypsum sufficient for the most extensive farming operations, and in addition to which kelp, a most valuable manure, may be collected almost to any extent. To clear land near St. John's, and generally on the eastern shore, so as to fit it for the

reception of a crop, costs from £4 to £15 an acre; to put an equal quantity of ground in a similar state either at Codroy or Bay St. George, would not involve an outlay beyond 40s. or 50s. . . . . Within a short distance of the southern shore of this bay, coal has been long known to exist; and on the northern, near Port-au-Port, it is almost equally certain that valuable mineral may also be found, specimens having been brought from this place."

Coming to the Bay of Islands and the river Humber, we are told that "the soil is well adapted for all the purposes of cultivation; it is deep and fertile, and possesses the means of its own support, as limestone can be readily procured to any extent. The hard wood found here consists chiefly of the different descriptions of birch;—the yellow (called wych-hazel), within less than a quarter of a mile of the shore, was found, measuring, at six feet from the ground, from five to seven feet in circumference; and soft wood, as pine, spruce, larch, &c., is to be had with as little difficulty: the whole existing of a size sufficiently large for any kind of building, and in quantities abundant enough to become an article of export. . . . . The Deer's Pond is about fifteen miles long and three broad, and is surrounded by land of a most fertile description, bearing on its surface pines measuring from three to four feet in diameter, with birch of scarcely inferior dimensions; and both these kinds existing in great quantities,

and with such water power within reach as would seem to invite the establishment of saw-mills, and at the same time to ensure success to such an enterprise. The rapids would offer but a slight impediment to the safe transit of rafts of lumber or balk from the Pond to the Humber, and which may be conveyed between those places in the length of a summer's day."

Geological Peculiarities.—The result of a geological survey of the island, as made in the years 1839 and 1840, shows the aqueous or stratified rocks to consist of the following formations, which are arranged in descending order:—Upper and lower coal formation, magnesian limestone, upper and lower slate formation, gneiss and mica slate. There are also chlorite, quartz rock, primary limestone, granite, syenite, porphyry, trap, basalt, serpentine, hypersthene, and greenstone. Little, if any, good has resulted to the colony in proportion to the outlay expended on the survey. It would appear as if an error had been committed in its incipiency, for a mineralogical survey was what was most required, and would most unquestionably have proved more beneficial, if it were not really so intended. The resources of the country might then have been sufficiently understood to make it manifest that we abound with lead and copper ores, if none richer, and that to the westward, about Codroy and inside the river Humber, might possibly be

found an abundance; and it is more likely that the vast lead-mines at La Manche, in Placentia Bay, which have fallen into the hands of a New York company, would have been retained either by our local government, or have fallen into the hands of some influential company of our own country, and which, according to present appearances, will prove one of the most extensive and prolific lead-mines in the world.* Veins of copper have been found in Conception Bay, and worked to a small extent, but not very encouragingly. Still we are of the opinion that ores will yet be found both abundant and valuable. A second lead-mine has recently been found near the harbour of Great Placentia, which is now being worked.

* See Professor Shepherd's Report in the Appendix, page 57.

CHAPTER VI.

CONCLUDING CHAPTER.

WITHIN the limits assigned to such a work as this, having merely for its object the condensation of even the most salient points connected with the history and progress of Newfoundland, as an accompaniment to a hand-chart of the island, the Author has necessarily confined himself to those associations and peculiarities which he deemed most essential to the visitor, whether he be a man of science, a mariner, or a passing traveller. He has not entered upon a review of those utilitarian and gigantic schemes which have engaged the attention of the British Government and people, as well as of the local authorities, viz., the establishment of direct steam, and the laying of the Atlantic Telegraph cable; because these projects, not having yet attained that vigorous character anticipated, or having altogether failed for a time, he deemed that any statements respecting them could scarcely have been made so as to be viewed hereafter as stamping his pamphlet with a quality he desires it should possess. A notice of the public buildings of St.

John's has also been omitted, for the reason that they are of such an inferior description as to be almost unworthy of remark. An exception may, perhaps, be made in favour of the Roman Catholic Cathedral, and that portion of the Church of England Cathedral which has been erected. The principal buildings however, besides these two, are,—the Government House, the Colonial Building, the Custom House, the Court House, the Commercial Bank. Besides the two cathedrals before mentioned, there are other churches belonging to different Protestant denominations, viz., the Congregational Church, the Scotch Kirk, the Wesleyan Chapel, and the Free St. Andrew's Church.

But there is one subject just now demanding the serious attentio[illegible] the imperial and local authorities, which is [illegible] most vital importance to the interests of Newfoundland, *i. e.*, the Fishery question. He has already referred to the various claims from time to time advanced by the two Governments as to their respective rights, but one or two remarks will suffice just now, as the matter is undergoing investigation. Referring to the Treaty of Utrecht, in 1713, when Louis XIV., from pressure of circumstances, was compelled to yield up all his possessions on the coast of Newfoundland, contented with being allowed a right for his subjects to erect huts and stages, and to fish on the east coast, from Cape Bonavista to Cape Bauld, and thence on the north-

west coast to Point Richie, forming the north entrance to Ingrenachoix Bay, we find that at the Peace of Paris, signed in 1762, these permissive rights were confirmed. In 1783, an extension of coast was granted to the French on the west, viz., from Point Richie to Cape Ray, upon condition of their yielding on the east side that part lying between Cape Bonavista and Cape John, they claiming at the same time an *exclusive* right of fishery. This, however, was resisted by Mr. Fitzherbert, the then English minister, as an article of treaty; but he proposed that his Government should issue a declaration in the name of his Britanic Majesty, forbidding all his subjects from interfering with the French fishermen during the exercise of the privileges temporarily granted to them, with which M. de Vergennes, the French minister, expressed himself satisfied. M'Gregor, writing about this time, in his "History," vol. i., p. 204, infers that St. George's Bay and the Bay of Islands were used concurrently; and speaking of the former, he says:—"In St. George's Bay, cod is in abundance, but no considerable establishments exist. There are upwards of 100 French and English fishermen, with a colony of Micmac Indians from Cape Breton." Last year the French Government more determinedly than hitherto asserted their rights as exclusive, by the admiral on the station warning the inhabitants of St. George's Bay to leave it previous

to the next fishing season. The Home Government, having been made fully acquainted with these circumstances by the present Governor, Sir Alexander Bannerman, who takes a deep interest in everything connected with the well-being of the colony, the two Governments have appointed a joint commission to investigate and report upon the evidence to be obtained by them, and it is to be hoped that the result will be satisfactory to the interests of this country.

APPENDIX.

PILOTAGE.

TABLE OF RATES OF PILOTAGE OF VESSELS IN AND OUT OF THE HARBOUR OF ST. JOHN'S.

	Currency.
On Vessels under Eighty Tons New Measurement	£2 0 0
On Vessels from Eighty Tons to One Hundred Tons New Measurement	2 10 0
On Vessels from One Hundred Tons to One Hundred and Twenty Tons New Measurement ...	2 15 0
On Vessels from One Hundred and Twenty Tons to One Hundred and Sixty Tons New Measurement	3 0 0
On Vessels from One Hundred and Sixty Tons to Two Hundred Tons New Measurement ...	3 5 0
On Vessels from Two Hundred Tons to Two Hundred and Forty Tons New Measurement ...	3 10 0
On Vessels from Two Hundred and Forty Tons to Two Hundred and Eighty Tons New Measurement	3 15 0
On Vessels from Two Hundred and Eighty Tons to Three Hundred Tons New Measurement ...	4 0 0
On Vessels from Three Hundred Tons to Three Hundred and Fifty Tons New Measurement...	5 0 0
On Vessels from Three Hundred and Fifty Tons to Four Hundred Tons New Measurement ...	6 0 0

	Currency.
On Vessels from Four Hundred Tons to Five Hundred Tons New Measurement	£7 0 0
On Vessels from Five Hundred Tons to Six Hundred Tons New Measurement	8 0 0
On Vessels from Six Hundred Tons to Seven Hundred Tons New Measurement	9 0 0
On Vessels from Seven Hundred Tons to Eight Hundred Tons New Measurement	10 0 0
Over that size—for every One Hundred Tons additional	0 10 0
And on no one Vessel is the Pilotage to exceed...	12 0 0

All Coasting Vessels which may take Pilots to pay one-half of the above Rates of Pilotage, in proportion to their tonnage.

The above Scale of Pilotage shall be payable on the Register Tonnage of all such Vessels, as ascertained before going out of the Harbour.

Her Majesty's Ships under Sixth-Rate	£3 10 0
Do. do. of Fourth, Fifth, and Sixth-Rate	6 10 0
Do. do. of First, Second, and Third-Rate	8 10 0

All Merchant or Mail Steamers to pay 6d. for each Horse Power, and on no one Ship to exceed Twelve Pounds currency, to be ascertained either by Ship's Register, or, if necessary, by Captain's Affidavit.

SCALE OF LIGHT DUES, CERTAIN EXEMPTIONS UNDER THE ACT, WITH A PARTICULAR DESCRIPTION OF ALL THE LIGHTS ON THE COAST UP TO 1859.

Light Dues.—One shilling per ton on all vessels entering any port or harbour of the colony, except coasting, sealing, or fishing vessels; but not to be levied more than once in

any one year. Sealing and coasting vessels—sixpence per ton on registered vessels of 40 tons and upwards; fifteen shillings per annum on all vessels less than 40 tons.

The 19th of Vic., cap. v. sec. 5, enacts:—"That no greater sum than £25 sterling shall be in any year levied for Light Dues on any steamer or vessel entering any port of this colony; and no steamer plying between Europe and any port of North America, and entering any port of this colony as a port of call, shall be liable to pay any Light Dues or other port charges except Pilotage.

DESCRIPTION OF LIGHTS NORTH OF ST. JOHN'S.

Harbour Grace Island Light.—First exhibited on the 21st November, 1837. It is a fixed Light, has fifteen argand burners and reflectors, showing a steady bright light from N. to S.W. and by W. seaward, elevated above the level of the sea 151 feet, and can be seen in fair weather in rounding Cape St. Francis or crossing Conception Bay, on the intervening space between N. and S.W. and by W.; on the land side the Light is more feeble. It is situated in lat. 47° 42′ N., and in lon. 53° 05′ W.

Harbour Grace Beach Beacon and Light.—First exhibited 11th September, 1854; stands on the Point of Beach, at the entrance of Harbour Grace. It is a double light, as a distinction from Harbour Grace Island Light, one being placed above the other, preserving that appearance for six miles; exceeding this distance up to ten miles, the two Lights appear blended into one. In sailing into Harbour Grace with a fair or leading wind, bring the Beach Beacon to bear W. or W. by S., and by keeping the Light or building a little on the starboard bow, it will carry you clear of the Bar, on which at low water there is not more than 8 feet of water.

Baccalieu Island Light.—This Light is exhibited every night from the going away of daylight in the evening to the return of daylight in the morning. The position and characteristics of this Light are as follows:—Baccalieu Lighthouse is situated on the northern end of that island, lat.

48° 09′ N.; lon. 52° 50′ W. The tower is of brick, the keeper's dwelling a square building detached from the tower, painted white, with the roof red.

The Light is a catadioptric first-class holophotal revolving white light, showing a flash every twenty seconds. It is elevated 380 feet above high water, and can be seen in clear weather 40 nautical miles, and a lesser distance according to the state of the atmosphere. When the southern end of the island bears N.N.E., the Light will not be visible when nearer the island than 8 miles.

Green Island Light, at the entrance of Catalina Harbour, Trinity Bay.—Situated in lat. 48° 30′ N., lon. 53° 03′ W. This is a fixed white light, burns at an elevation of 92 feet above high water, exhibited every night from sunset to sunrise, and in favourable weather will be seen from E.N.E., seaward, to S.W., 12 miles. Vessels bound northward, by keeping this Light open with the north head of Catalina, until Bonavista Light opens with Cape Le Jean, will give the Flowers Rocks an ample berth; or when coming from the northward, and bound for Catalina, by giving the North Head a moderate berth, you will clear the Brandies Rocks by steering for Green Island Light.

Cape Bonavista Light, situated in lat. 48° 42′ N., lon. 52° 59′ W., is a revolving light, showing alternately every two minutes a white and a red light. It is produced by sixteen argand burners and reflectors, burns at an elevation above the sea of 150 feet, and in favourable weather can be seen 30 miles. For some years the light apparatus was in use at the Bell Rock, east coast of Scotland. By keeping this Light open with Cape Largent, it will carry you clear of the Flowers Rocks. First exhibited 11th September, 1843.

Offer Wadham Island Light was first exhibited on the 4th October, 1858, and will continue to be lighted every night from sunset to sunrise. The Light is a steady, fixed lens-light, burning on a circular brick tower 96 feet above the level of the sea, and can be seen in a favourable state of

the atmosphere 12 miles. Situated in lat. 49° 36′ N., lon. 53° 46′ W.

DESCRIPTION OF LIGHTS SOUTH OF ST. JOHN'S.

Fort Amherst Light, at the entrance of St. John's.—A Light was first established at this station in 1813, and until the granting of a legislature to this island, the expenses consequent on its maintenance were defrayed by voluntary contributions; in 1850, a new house, lantern, and apparatus were erected. The Light burns at an elevation of 110 feet, is produced by a treble argand burner placed in the focus of an annular lens of the fourth order, and in favourable weather can be seen 12 miles. When Cape Spear is enveloped in fog, a heavy piece of ordnance is also discharged at this Fort every hour during daylight, to assist vessels in making the harbour.

Cape Spear Light.—This Light was first exhibited on the 1st September, 1836. It is produced by seven argand burners and silvered reflectors, burning at an elevation of 275 feet. It revolves, showing a bright light every minute, and in favourable weather can be seen 36 miles. It is situated in lat. 47° 31′ N., and lon. 52° 33′ W.

Cape Race Light exhibits a fixed white light, from sunset to sunrise. The Light will be visible to seaward from N.E. by E. round by the S.E. and south to west. The Light is elevated 180 feet above the mean water level of the sea, and may be seen in clear weather 17 miles from a ship's deck. The tower is striped red and white vertically. It stands close to the old beacon, which has been cut down. The Lighthouse is in lat. 46° 39′ 12″ N., lon. 53° 2′ 38″ W. All bearings are magnetic. Variation, 24° W.—N.B. A toll will be levied upon all vessels benefiting by this Light.

Cape Pine Light.—This tower is of iron, built by the Imperial Government in 1849-50, and first put in requisition on the 1st January, 1851. It is revolving, and shows a bright flash every 30 seconds; has 12 argand burners and reflectors; elevated above the level of the sea 314 feet; situated in

lat. 46° 37′ N., and in lon. 53° 30′ W. In a favourable state of the atmosphere it can be seen 36 miles.

Cape St. Mary's Light.—The light is a dioptric revolving *red* and *white* light, on Stevenson's holophotal principle, and shows flashes at intervals of one minute, which flashes will be *red* and *white* alternately.

Dodding Head, Great Burin Island, Light.—This Light was put in requisition on the 3rd August, 1858, and is exhibited every night from sunset to sunrise. It is revolving, catadioptric, of the second order, producing a brilliant white light every minute, with intermediate flashes at intervals of 20 seconds, burning at an elevation of 410 feet above the level of the sea, and in favourable weather can be seen 30 miles. Situated in lat. 47° N., lon. 55° 0′ 5″ W.

Table of Latitudes and Longitudes for some of the principal Positions and Headlands of Newfoundland, with the Variations (thereat) of the Compass, as published to Mariners from the Admiralty Hydrographic Office, London, 25th March, 1858; stating at the same time the annual increase in the Variation to be about 4″ in the River St. Lawrence, 5″ on the east coast of Nova Scotia, 6″ in the Gulf of St. Lawrence, and 7″ on the coast of Newfoundland and Straits of Belle Isle.

Names of Positions.	Latitude North.			Longitude West.			Var. West.
	°	′	″	°	′	″	Degs.
Fort Townsend, about the Centre of St John's	47	30	06	52	44	07	31
Cape St. Francis	47	48	...	52	51	...	
Cape Bonavista	48	42	...	53	8	...	33
Funk Islands	49	44	...	53	15	...	
Cape St. John	49	58	...	55	30	...	
Belle Isle, N.E. point	52	1	...	55	19	...	38½
Point or Cape Split	51	38	...	55	26	...	37½
Cape Ray	47	37	...	59	20	...	27½
Cape Chapeau Rouge	46	54	...	55	28	...	
Cape Race	46	40	...	53	8	...	29½
Cape Spear	47	31	...	52	41	...	31½

Names of places where Post and Way Offices are established on Mail Routes through the different districts of the Island.

	Miles.
Western Route.	
From St. John's General Post Office to Bay Bulls	19
" " Ferryland	44½
" " Trepassey	81½
From St. John's to Salmonear	49
" St. Mary's	70½
From St. John's to Salmonear	49
" Great Placentia	80½
" Little Placentia	85½
" Red Island	93½
" Harbour Buffet	103½
" Isle Vallen	123½
" Oderin	144½
" Burin	165½
" Garnish	185½
" Grand Bank	206½
" Fortune Harbour	210½
From St. John's to Garnish	206½
" Harbour Briton	231½
" Burgeo	342½
Northern Route.	
St. John's to Harbour Maine	34½
" Brigus	46½
" Port de Grave	51½
" Bay Roberts	54½
" Harbour Grace	63
" Carboniere	67½
" Hearts Content	81
" New Perlican	82½
" Old Perlican	107½
" Trinity	115½
" Catalina	133½
" Bonavista	143½

		Miles.
St. John's to	King's Cove	152½
"	Black Head	160
"	Green's Pond	183½
"	Tickle Cove	165½
"	Fogo	213½
"	Twillingate	220½

PROFESSOR SHEPHERD'S REPORT ON THE LA MANCHE LEAD MINE.

In compliance with your request in New York, on the 29th of May last, I have visited the La Manche Lead Mine, located by the New York, Newfoundland, and London Telegraph Company, on the eastern shore of Placentia Bay, Newfoundland, and am highly gratified to lay before you the following as the results of my examination.

This mine is in a rose-coloured vein of soft calcspar, accompanied by a persistent porphyritic wall or elvan, which seems to have made a way for the spar vein and the lead within it. Both the vein and elvan, side by side, cut their way in a line nearly vertical down through the slightly dipping metamorphic slates to an unknown depth below the level of the seashore, on which the mine is situated.

The rock formation appears to be of the metamorphic, or altered lower "silurian"—a formation found by experience to be very favourable for the embodiment of large deposits of lead. The vein, instead of its being a limited fortuitous opening, is a distinctly cutting true vein, with numerous droppers or feeders of spar and lead coming in at the top or surface of the ground.

The average thickness of the vein will probably be about two feet, although in places I have found it to exceed four feet. The solid lead ore is galena, in the vein, I have found varying in thickness from two inches up to eight inches, descending beneath the sea to an unknown depth. It has been explored at low tide one or two hundred feet from the cliff in which it is found, out in the bottom of Pla-

centia Bay, where I have myself found the ore quite abundant in the form of beach pebbles and sand, as well as in place in the spar vein under the salt water. Some of the ore taken from the salt water by my hand will accompany this report. The cliff where the vein enters it, on the shore or land wash, is forty feet in height. One or two hundred feet further inland the hill rises to the height of one hundred feet, and continues that height for about twelve hundred feet, running near the north side of Trinity Bay Brook. In all this distance the vein cuts its way to the surface, and is easily found by the black dirt and red clay that accompany the decayed or partially decayed calcareous spar and loose fragments or boulders of lead ore. About twelve hundred feet inland the vein crosses Trinity Bay Brook, and enters a mountain five or six hundred feet in height. At the foot of this mountain the vein is definitely seen, with its sparry accompaniments. From the mine tract, in a direction east and west by the compass, the variation being about twenty-seven degrees west at this point in Placentia Bay.

There is sufficient water in the brook at all times to drive stamps, and wash the finer portions of the ores, should it be found necessary. Also a good supply of fir, spruce, and birch, for smelting, should fuel be wanted, all immediately at hand on the property.

The prevailing vein-stone, as I have said, is a pink or rose-coloured calcareous spar, so brittle and tender, that it breaks with a very slight blow of the hammer. I have, however, found at times heavy spar and thin veins or seams of crystalline quartz along the elvan walls; but in upwards of forty thousand pounds of galena, which have already been excavated, I have not seen one ounce of black-jack: nothing but the coarse-grained pure galena, often crystallized in very large crystals.

After two or three openings were made along the vein on the summit of the bluff, and found to yield lead very abundantly (so much so, that my curiosity was greatly excited), I resolved to explore the bed of the brook, and trace the vein

further inland. In company, therefore, with the superintendent, I proceeded up stream, and soon collected one hundred pounds of water-worn specimens of lead, together with some large lumps lying in the bed of the stream. Subsequently, with the aid of two men about two-thirds of a day, I dug into the adjacent bank, and took out by weight one thousand pounds; the largest lump obtained at this time weighed eighty pounds, another fifty-two, another forty-eight, and another thirty-three. The following day we continued the excavation in the bank of the creek, obtained twelve hundred pounds of excellent lead ore, some of which was changed from the sulphuret to the carbonate of lead, or the "dry bone" of the miners. At length we came upon the vein higher up in the bank, and followed it one hundred and sixty feet further inland, and found it very rich in galena and carbonate, when all at once the whole vein, side walls and all, settled down, as it were, by their own weight, or rather by having the foundation below dissolved out, so as to form a sink upon the surface. On entering the sink, the vein was found very rich in galena in a state of decomposition, leaving the sides of the depression or cave lined with milk-white carbonate of lead. A series of like depressions follow upon the line of the vein before it enters the high hill or mountain east of Trinity Bay Brook. In the lead region of Wisconsin, U.S., I have known thirteen millions of pounds of galena taken from a single cave or opening of this description. There are certainly strong probabilities of a like deposit here. In one opening made on the bluff I saw three thousand five hundred pounds of clean pure galena thrown from the vein by a single blast. It was weighed separate at my request. From my explorations, made with great care and circumspection, I feel confident that you may safely calculate on one hundred feet of the vein in depth above water level, extending twelve hundred feet inland at least. I have estimated four inches of solid galena as an average thickness therein; but believing it better to be under estimate, rather than exceed, I will call the average thickness three inches

for the twelve hundred feet from the land-wash inland, and one hundred feet in depth above the sea level. This will give thirty thousand cubic feet of solid galena, which is a little more than seven times as heavy as the same bulk of water. A cubic foot of water weighing sixty-two pounds, and a cubic foot of galena consequently four hundred and thirty-four pounds, which, multiplied by thirty thousand, gives a product of upwards of thirteen millions of pounds, together with the additional chances of quadrupling that amount by sinking below the sea level, and extending inland.

The mining is the easiest imaginable, and I see nothing to prevent this mine from standing on a par with East Wheal Rose, or the greatest lead deposits of Wisconsin or Missouri, in the United States.

I may add, in conclusion, that this mine is accessible not only by small boats, but even the smaller class of ocean steamers.

All which is respectfully submitted by

Your obedient Servant,

(Signed) FORREST SHEPHERD,
Professor Economic Geology.

St John's, Newfoundland, July 7th, 1857.

I have analyzed a sample of lead ore for Mr. Ripley, and find it to contain the following:—

Lead	83·64
Sulphur	13·87
Carbonate of Lime	1·41
Silver, a trace of Copper Zinc	·84
Silica	·24
	100·00

A portion of the lead obtained by a careful fine assay was cupelled, and found to yield silver in the proportion of 3 oz. 4 dwts. to the ton, or 2,000 lb.

(Signed) JAMES R. CHILTON, M.D.,
Chemist.

TABLE OF DISTANCES.—Northern Route.

From St John's to Bay de Verds, 105¼ *Miles, South and North Sides of Conception Bay.*

| St. John's to— | | |

TABLE OF DISTANCES.—NORTHERN ROUTE (*continued*).

From St. John's to Twillingate, commencing at Carboniere, 220½ Miles.

St. John's to—										
67½	Carboniere									
82½	15	New Perlican								
115½	48	33	Trinity by Wole							
133½	68	51	18	Catalina						
143½	78	61	28	10	Bonavista					
152½	87	70	37	19	9	King's Cove				
165½	100	83	50	32	22	13	Tickle Cove			
183½	118	101	68	50	40	31	18	Green's Pond		
213½	148	131	98	80	70	61	48	30	Fogo	
220½	155	138	105	87	77	68	55	37	7	Twillingate.

From St. John's to Cape St. Francis, 21 Miles.

St. John's to—				
7	Torbay			
10	3	Flat Rock		
18	11	8	Pouch Cove	
21	14	11	3	Biscayan Cove.

From St. John's to Grate Cove, 113½ Miles, South Side Trinity Bay, branching off at Carboniere.

St. John's to—					
67½	Carboniere				
79½	12	Heart's Content			
82½	15	3	New Perlican		
91½	24	12	9	Hants Harbour	
107½	40	28	25	16	Old Perlican
113½	46	34	31	22	6 Grates Cove.

From St. John's to Topsail, viâ Portugal Cove, 20 Miles.

St. John's to—				
9½	Portugal Cove			
11	1½	Beachy Cove		
14	4½	3	Broad Cove	
17	7½	6	3	Horse Cove
20	10½	9	6	3 Topsail.

TABLE OF DISTANCES.—SOUTHERN ROUTE.

From St. John's to Cape Ray, by the Salmonier and Little Placentia Route, 406¼ Miles.

St. John's to—																
28	Holyrood															
49	21	Salmonier														
57½	29½	8½	Colinet													
80¼	52¼	31¼	22¾	Great Placentia												
85¼	57¼	36¼	27¼	5	Little Placentia											
110¼	82¼	61¼	52¼	30	25	Isle Vallen										
130¼	102¼	81¼	72¼	50	45	20	Oderin									
152¼	124¼	103¼	94½	72	67	42	22	Burin								
172¼	144¼	123¼	114¼	92	87	62	42	20	Garnish							
197¼	169¼	148¼	139¼	117	112	87	67	45	25	Harbour Briton						
210¼	182¼	161¼	152¼	130	125	100	80	58	38	13	Hermitage Cove					
213¼	185¼	164¼	155¼	133	128	103	83	61	41	16	3	Gaultois				
248¼	220¼	199¼	190¼	168	163	138	118	96	76	51	38	35	Lahane			
308¼	280¼	250¼	250¼	228	223	198	178	156	136	111	98	95	60	Burgeo		
338¼	310¼	289¼	280¾	253	253	228	208	186	166	141	128	125	90	30	Lapoile	
368¼	340¼	319¼	310¼	288	283	258	238	216	196	171	158	155	120	60	30	Channel
406¼	378¼	357¼	348¼	326	321	296	276	254	234	209	196	193	158	98	68	38 Cape Ray.

TABLE OF DISTANCES.—Southern Route (*Continued*).

From St. John's to Trepassey, Ferryland Route, Crossing the Country, 81¼ *Miles.*

St. John's to—

19	Bay Bulls										
21¾	2¾	Witless Bay									
23¾	4¾	2	Mobile								
26¾	7¾	5	3	Toad's Cove							
30½	11½	8½	6½	3½	La Manche						
38	19	16½	14½	11½	7¾	Cape Broyle					
42	23	20½	18½	15½	11¾	4	Caplin Bay				
44½	25½	22¾	20¾	17¾	14½	6½	2½	Ferryland			
48	29	26½	24½	21½	17¾	10	6	3½	Aquafort		
51	32	29½	27½	24½	20¾	13	9	6½	3	Fermouse	
54½	35½	32½	30½	27½	24	16½	12½	9½	6½	3½	Renowse
81½	62½	59½	57½	54½	51	43½	39½	36¾	33½	30½	27 Trepassey.

From St. John's to Trepassey, Ferryland Route, by the Shore Path, 88¾ *Miles.*

St. John's to—

54½	Renowse Bridge							
55¾	1½	Quintan's House						
59¾	5½	4	Broad Cove					
61½	7	5½	1½	Mahany's House				
67¾	13½	12	8	6½	Chance Cove			
81½	27½	26	22	20½	14	Portugal Cove		
84½	30½	29	25	23½	17	3	Biscay Bay	
88¾	34½	33	29	27½	21	7	4	Trepassey Road.

From St. John's to Trepassey, Salmonier Route, 80 *Miles.*

St. John's to—

28	Holyrood		
49	21	Salmonier	
80	52	31	Trepassey.

Returns of the following Items for the Years 1836, 1845, and 1857, being the Years in which the Census was taken. Also for the past Year 1858, and the Outfit for, and Proceeds of, the Seal Fishery for the present Year.

Years.	Fish Caught and Cured.					Fur Skins.	Fish, Fur, and Skins.	Different Oils.				Oils.	Fish, Furs, Skins, Oils.
	Cod.	Cod Core Fish.	Salmon.	Herrings.	Seal.	No. of Skins and Furs.	Value.	Cod.	Cod Manufac. Liver.	Seal.	Other Oils.	Value.	Total Value.
	Qtls.	Qtls.	Tierces.	Barrels.	No. Skins.	No.	£.	Tons.		Gallons.	Gallons.	£.	£.
1836	860,354	Quan. net giv., only val.	1,847	1,534	384,321	S. 384,321 F. 2,959	563,003	Seal & Cod Oils.		2,306,736	41,872	244,826	807,829
1845	1,000,233	442	3,545	20,903	352,702	S. 352,702 F. 2,037	663,466	3,527½		Tons. 4,881¼	Tons. 598	243,646	907,112
1857	1,392,322	4,168	2,486 Bls. 815 Kts. 116 Bx. 165	49,780½ Bx. 155	496,113	S. 496,113 F. 2,861	1,155,234	482,258	Tns. Gals. 121 53	7,165,185	37,934	436,220	1,591,474
1858	1,058,059	1,688	2,726	82,155	507,624	S. 507,624 F. 2,004	920,819	496,833	327 150	6,477,182	323,241	359,524	1,280,343
1859	,,	,,	,,	,,	No	Returns	yet	made.	,,	,,	,,	,,	,,

Returns of the Number of Vessels Inwards and Outwards, and the Value of the Imports and Exports for the Years 1836, 1845, 1857, *and* 1858.

Years.	Number of Vessels Inwards.				Number of Vessels Outwards.				Imports.	Exports.
	British.	Colonial	American.	Other Foreigners.	British.	Colonial	American.	Other Foreigners.	Total Value.	Total Value.
1836	186	323	39	262	145	376	18	246	632,576	850,334
1845	275	558	113	343	134	647	15	327	801,330	937,436
1857	256	753	175	354	156	720	71	367	1,413,432	1,651,171
1858	201	683	188	368	129	706	90	339	1,172,862	1,318,836
1859	,,	,,	,,	,,	,,	,,	No	Returns	,,	,,